

**Gypsies, Travellers and Travelling Showpeople  
Site Allocations Development Plan Document**

**Preferred Options Stage**

**Detailed Site Assessment Report**

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## 1.0 Introduction

- 1.1 Bath and North East Somerset Council is working towards the allocation of sites to meet the accommodation needs identified across the District of Gypsies, Travellers and Travelling Showpeople. Bath and North East Somerset does not currently have any authorised permanent or transit sites, though a single pitch benefits from temporary planning permission.
- 1.2 The purposes of this report are to distil the evidence gathered following consultation on the Gypsies, Travellers and Travelling Showpeople Site Allocations DPD Issues and Options paper between November 2011 and January 2012. That consultation included a Call for Sites which resulted in a number of sites being put forward by members of the public for consideration as potential allocation land. These have been considered alongside a number of Council-owned sites.
- 1.3 National Planning Policy *Planning for Traveller Sites* was published in March 2012 and takes immediate effect alongside the National Planning Policy Framework. This policy framework replaces the previous policy guidance set out in Circulars 01/2006 and 04/2007. It adds the requirement that local authorities should identify a supply of specific deliverable sites sufficient to provide five years' worth of sites against the local target, and up to 15 years supply where possible.
- 1.4 The draft B&NES Core Strategy establishes the quantum of 22 permanent sites to be provided up to 2016. This is the time period over which the evidence prepared by the West of England Authorities studied accommodation need. The impact of the new policy framework is being considered as part of the Core Strategy Examination in Public. If the Core Strategy Inspector recommends that B&NES accords with the new national policy, then it is highly likely that there are sufficient sites to meet the new requirements. The precise need for sites to meet the new national policy will require a review of the GTAA study, preferable at the West of England level.

1.5 The result of the site assessment carried out on all sites coming forward through the Call for Sites have informed the identification of a shortlist of sites suitable to meet needs and requirements. This report sets out the background to site selection, the methodology used to assess sites, how site capacities were calculated, the shortlist of sites and the delivery options for those sites.

## 2.0 **Background to Site Selection**

- 2.1 This section sets out the background to the site selection process used to identify preferred sites for the allocation of land for permanent and transit Gypsy and Traveller sites, and a Travelling Showpeople yard.
- 2.2 Sites assessment involved the identification of site assessment criteria, public consultation on those criteria and a Call for Sites, and the production of a Property Services report on Council owned land. The Property Services work produced a shortlist of Council owned property with the potential for use as Gypsy, Traveller or Travelling Showpeople sites.
- 2.3 Following this work consultation responses were collated and used to inform the final site assessment scoring matrix. The scoring system was then applied to the list of Council-owned sites and 3 additional land parcels brought forward by members of the public for consideration.

### ***Site Assessment Criteria***

- 2.4 A background report on the site selection criteria is available to download from the Council's dedicated webpages: [www.bathnes.gov.uk/planningfortravellers](http://www.bathnes.gov.uk/planningfortravellers). This sets out the justification for each of the site assessment criteria and briefly describes the reasoning for individual criteria scores and weightings.
- 2.5 The details of the public consultation held on the Gypsies, Travellers and Travelling Showpeople Site Allocations DPD Issues and Options consultation document are set out fully in a Consultation Statement available to download from the Council's dedicated webpages.
- 2.6 The Consultation Statement sets out the Council's response to the broad responses received to that consultation, including on the site scoring matrix.

2.7 To arrive at a shortlist of potential sites from the full portfolio of Council owned land each site was assessed and reviewed against a set of criteria drawn from Circulars 01/2006 and 04/2007<sup>1</sup>. Those documents have since been replaced by the policy document Planning for Traveller Sites, which is to be read alongside the National Planning Policy Framework. The final site assessment was carried out in accordance with the policies set out within Planning for Traveller Sites.

### ***Detailed Site Assessment***

2.8 Site suitability, availability and achievability of sites were assessed to determine whether sites should be identified as preferred options for allocation.

2.9 To assess site **suitability** each site was assessed against the criteria previously consulted on as part of the Issues and Options paper, taking into account policy requirements, physical site constraints and potential impacts arising from development of sites. This removed a number of sites from consideration due to incompatibility with national planning guidance.

2.10 A central part of an understanding of site suitability, alongside national planning guidance, is the site requirements of Bath and North East Somerset's local travelling community. For this the Gypsy and Traveller Accommodation (and Other Needs) Assessment (2007) and discussions held with the local travelling community on site visits and during the public consultation events were used to identify broad requirements. These helped inform assessments of site suitability.

2.11 To assess **availability** landowners who put forward private sites for assessment were asked to indicate likely availability and any constraints to the release of sites for development. As indicated in the Property Services report, Council owned land was assessed against any existing uses, including leaseholds to determine availability.

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<sup>1</sup> Those documents have since been replaced by the policy document Planning for Traveller Sites, which is to be read alongside the National Planning Policy Framework.

2.12 To assess **achievability** all known constraints were identified to draw out site delivery costs such as infrastructure and remediation works.

2.13 All sites which were considered suitable, available and achievable were then subject to a broad assessment of site **capacity** to determine the potential number of pitches or plots that could be provided on site.

2.14 Finally, final site recommendations were assessed against the need for:

- site distribution relative to the Draft Core Strategy spatial strategy;
- a range of sites to be provided to meet the different Gypsy, Traveller and Travelling Showpeople communities' needs;
- affordable pitches to be delivered;
- private and public sector sites to be provided;
- a range of site sizes to be provided;
- a number of sites to be identified with the potential to meet future needs beyond 2016.



## 3.0 Methodology

### Long List of Sites

- 3.1 Potential sites for assessment were established from a review of Council owned land and land in private ownership brought forward through the Call for Sites. This resulted in a longlist of 23 potential sites. These sites are shown on a District-wide map in **Appendix A**.
- 3.2 The longlist of sites were then subject to assessment against the complete site scoring matrix consulted on as part of the Issues and Options consultation. The completed site scoring matrix is included at **Appendix B** and shows the wide range of 'scores' reached by this method.

### Rejecting Sites

- 3.3 The scoring matrix, as well as indicating a scale of relative sustainability, identified a number of significant constraints on development of sites. The weightings applied to the four main constraints – Green Belt, landscape or wildlife designation, flood risk and contaminated land, highlight those sites with the most important physical or policy-lead constraints to development.
- 3.4 Those sites identified as being within and thus impacting adversely on the national landscape designation, the Cotswolds Area of Outstanding Natural Beauty were rejected. The full list of rejected sites is included at Appendix C.
- 3.5 Of particular importance is the need to identify sites outside the Green Belt due to national and local policy restrictions on development on land covered by that designation. This includes the most recent policy included in Planning for Traveller Sites which states that Traveller sites in the Green Belt are inappropriate development. This policy states that sites should not be located within the Green Belt except in very special circumstances.

- 3.6 A significant body of case law sets out the circumstances in which Gypsy and Traveller developments have been permitted in the Green Belt. Those circumstances include a lack of alternative sites in locations outside the Green Belt to meet need and personal need, including a need for settled accommodation to access health and education. Those circumstances must be balanced against the weight to be given to the harm arising from inappropriate development in the Green Belt.
- 3.7 From the shortlist of sites not rejected by the previous sift, a number are affected by constraints such as contaminated land and potential landscape issues which have, upon further investigation, been taken forward for further consideration as mitigation works are also identified that may make those sites acceptable for development. Those constraints are identified in the detailed assessment tables set out in **Appendix E**.
- 3.8 Internal consultation with officers from across the Council was conducted to identify any further constraints or recommendations for the development of the shortlisted sites. The responses to that internal consultation have been incorporated into the information set out within the detailed assessment tables.

## 4.0 Estimating Site Capacity

### What is a Pitch?

4.1 There is no national definition of what size a pitch should be. All potentially suitable sites have been subject to an initial broad assessment of the number of pitches or plots which could be provided on-site. This assessment has taken account of the guidance in *Designing Gypsy and Traveller Sites: Good Practice Guide* (CLG, 2008), *Travelling Showpeople's Sites Model Standard Package* (The Showmen's Guild of Great Britain, 2007) and any planning history relevant to individual sites.

4.2 *Designing Gypsy and Traveller Sites* states that:

*“an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan, (or two trailers, drying space for clothes, a lockable shed (for bicycles, wheelchair storage etc.), parking space for two vehicles and a small garden area.*

*Smaller pitches must be able to accommodate at least an amenity building, a large trailer, drying space for clothes and parking for at least one vehicle.”* (Paragraphs 7.12 - 7.13)

4.3 There is conflicting advice on average pitch size though two figures of 200m<sup>2</sup> and 500m<sup>2</sup> per pitch have each been widely used. The latter figure allows for approximately 20 pitches to be provided on a 1ha site and also enables the provision of space to allow for household growth.

4.4 The figure of 500m<sup>2</sup> has been used as a rough guide in this document to ensure that final pitch design can accommodate all of the matters set out in design guidance, also including landscaping, play space and access arrangements. Final pitch sizes will ultimately be a matter for detailed planning applications to determine.

## **Permanent Pitches**

- 4.5 Larger site sizes are more able to provide a mix of pitch sizes to reflect individual household needs, and can also provide the scope for space to be set aside for future need. Final site capacities will partly be determined by pitch configuration which should reflect the site specific location. Sites should be attractive both to proposed site residents and in the context of surrounding land uses. The use of more generous pitch sizes also allows for landscaping and other mitigation measures to be used where appropriate to achieve high quality site design. This also assists in conserving residential amenity of neighbouring uses.

## **Pitches to Meet Local Needs**

- 4.6 Gypsies, Travellers and Travelling Showpeople are not a uniform homogeneous community, but rather a group of communities which share some features but have their own histories and traditions. The West of England Gypsy and Traveller Accommodation (and Other Needs) Assessment confirms that the predominant groups in Bath and North East Somerset are New Traveller, Irish Traveller and Showmen ('Other' also identified). The identification of a number of sites suitable for allocation will assist in allowing sufficient space to be provided to meet the differing needs of each community.

## **Transit Pitches**

- 4.7 Transit pitches can require fewer amenities on-site and so have a lesser pitch size requirement, though '*Designing Gypsy and Traveller Sites*' recommends the provision of site manager accommodation on-site to establish permanent site management. The provision of amenities on transit sites can vary according to how well used sites are predicted to be. Where sites are likely to be irregularly used the figure of 200m<sup>2</sup> per pitch is more appropriate as a rough guide for estimating transit site pitch capacity.

4.8 By adopting these figures as rough guides to site capacity the Council is not unconditionally determining final pitch numbers, but instead indicating what is likely to be acceptable if the sites are taken forward for final allocation and thereafter when full planning permission is sought for individual sites. The figures are intended as maximum figures to take account of national planning guidance on the most suitable maximum site sizes for management purposes. This method of assessing sites also allows for a mix of pitch sizes to be designed on individual sites to take account of differing accommodation needs.

## 5.0 Shortlisted Sites

### Shortlist Gypsy, Traveller and Travelling Showpeople Sites

5.1 A total of 7 sites are identified as potentially suitable sites for Gypsies, Travellers and Travelling Showpeople. These are shown below alongside details of the potential capacity of those sites. Those figures shown in italics are site capacities for alternative uses.

Site Name	Settlement	Potential Capacity	
		Permanent	Transit
Parcel 7100, Woollard Lane	Whitchurch	2	-
Old Colliery Buildings	Stanton Wick	15	5
Former Canteen Radstock Infant School	Radstock	2	-
Lower Bristol Road, Twerton	Bath	14	15
The Daglands open space	Camerton	9	-
Land near Ellsbridge House	Keynsham	6	15
Station Road, Newbridge	Bath	1 Travelling Showmen's yard	
<b>Total potential pitch provision</b>		<b>34 pitches</b> <i>(80)</i>	<b>20 pitches</b> <i>(50)</i>
		<b>1 Travelling Showmen's yard</b>	

5.2 Of the sites listed above, 3 are located within the Green Belt and two are privately owned. Parcel 7100, Woollard Lane, is the only site within Bath and North East Somerset District benefiting from temporary planning permission and is located within the Green Belt. That permission was granted on the basis that the site is in a sustainable location and would meet an identified need, in particular meeting the personal needs of the applicant and his family. A second pitch is identified as suitable for allocation at this location on the grounds of meeting future household growth at this location.

- 5.3 In addition to the potential permanent and transit pitch provision for Gypsies and Travellers, one site has been identified as having the potential for development as a Travelling Showmen's yard. The Station Road, Newbridge site benefits from existing designation as employment land and improved access to local services and facilities. Consultation with the Showmen's Guild of Great Britain should be used to establish the suitability of this for development as a Travelling Showmen's yard.

### **Site Ownership and Funding**

- 5.4 Of the shortlisted sites, 2 are privately owned. The landowner of Parcel 7100, Woollard Lane has indicated that the site is available and achievable within the next 5 years and benefits from existing services and facilities that would require minimal additional works to establish a second pitch. This site would be delivered by the site owner and would require no public funding.
- 5.5 The land known as Old Colliery Buildings is currently being marketed for sale. The owner has indicated a willingness to sell the land to enable the provision of a Gypsy and Traveller site; this could be achieved through sale to Bath and North East Somerset Council, a Registered Provider or by sale to a private landowner.
- 5.6 Public funding sources for the delivery of Traveller pitches includes the Affordable Homes Programme, from which the Council and other delivery partners may bid for funding to develop Traveller pitches within the District. Of the £60m funds made available through this programme, £13m remains unallocated following the 2011 bidding round.
- 5.7 The Council will also be eligible to receive New Homes Bonus for each Traveller pitch delivered in the District, including private and publicly funded sites. This match funds the additional council tax raised for new pitches for the 6 years following delivery and attracts the additional

affordable homes premium from pitches delivered at below-market prices.

- 5.8 The Council also has the opportunity to dispose of any of the above sites specifically for development as Gypsy, Traveller or Travelling Showpeople sites. This includes freehold and leasehold disposal, as well as the potential to establish a Community Land Trust. The site assessment has considered individual sites on their merits, without consideration for their ownership status.



## 6.0 Policy and Delivery Options

6.1 This section sets out how the site assessment recommendations referred to in the previous sections could be taken forward through the Site Allocations DPD to ensure that the policy framework set out in the Draft Core Strategy relating to Gypsies, Travellers and Travelling Showpeople could be met.

6.2 Policy CP11 of the Draft Core Strategy states that the Council will “*identify suitable and deliverable sites to meet the established accommodation needs of gypsies, travellers and travelling showpeople through separate Development Plan Documents (DPDs) for the period to 2011*”. That policy includes a number of requirements for assessing site suitability:

*a: local community services and facilities, including shops, schools and health facilities, should be accessible by foot, cycle and public transport*

*b: satisfactory means of access can be provided and the existing highway network is adequate to service the site*

*c: the site is large enough to allow for adequate space for on-site facilities and amenity, parking and manoeuvring, as well as any commercial activity if required*

*d: the site does not harm the character and appearance of the surrounding area*

*e: adequate services including utilities, foul and surface water and waste disposal can be provided as well as any necessary pollution control measures*

*f: use of the site must have no harmful impact on the amenities of neighbouring occupiers*

*g: the site should avoid areas at high risk of flooding and have no adverse impact on protected habitats and species, nationally recognised designations and natural resources*

6.3 National Planning Policy *Planning for Traveller Sites* was published in March 2012 alongside the National Planning Policy Framework and takes immediate effect. It replaces the previous guidance contained in Circulars 01/2006 and 04/2007 which set out the approach to planning for Gypsy, Traveller and Travelling Showmen’s sites. The new policy

framework adds the requirement that local authorities should identify a supply of specific deliverable sites sufficient to provide five years' worth of sites against the local target, and up to 15 years supply *where possible*. The Council will be considering the implications of this policy in due course.

- 6.4 The draft B&NES Core Strategy establishes the quantum of 22 permanent sites to be provided up to 2016 which is the time period over which the evidence prepared by the West of England Authorities studied. The precise need for sites to meet the new national policy may require a review of the GTAA study, preferable at the West of England level, which will be used to update the Site Allocations DPD where appropriate.
- 6.5 Three of the shortlisted sites are located within the Green Belt. The number of pitches that could be provided on the preferred non-Green Belt sites is below the total level of need that the Site Allocations document seeks to meet. Land within the Green Belt is considered inappropriate development within the national planning framework set out within the document Planning for Traveller Sites. As set out in paragraphs 3.5 and 3.6 this policy document requires land to be identified within the Green Belt for development only where very special circumstances apply. The absence of appropriate land outside the Green Belt to meet the identified level of need is considered to contribute to very special circumstances and has required Green Belt land to be considered for allocation within the final Site Allocations DPD.
- 6.6 Further evidence of need has not been assessed over the longer term beyond 2016. The shortlist of preferred sites does however offer scope to allocate land to meet future accommodation needs. This would reduce the need for the Council to review the Site Allocation DPD in the future. Any release of land to meet future needs would require active monitoring of supply against need. Should these sites not be

brought forward there may be a need for sites to come forward ad hoc through the development management system.

**APPENDIX 1**  
**DISTRICT SITES MAP**

## MAP

## **APPENDIX 2**

### **COMPLETED SITE SCORING MATRIX**

## Appendix 2: Completed Site Scoring Matrix

Objectives		Site Location	Prox. Food Shop	Prox. Primary School	Prox. Doctor's Surgery	Prox. Transport Node	Site Screening	Green Belt	Wildlife or Landscape Designation	European Protected Species	Flood Risk	Contaminated Land	Hazardous Place	Brownfield Land	Safe Access to Public Highway	On-site Parking, Turning and Servicing	Existing Road Network Capacity	Noise Issues	Sum of Scores	World Heritage Site	Conservation Area
Site	Site Size (ha)																				
Former Canteen Radstock Infant School, Radstock	0.05	2	3	2	3	3	1	10	0		0	5	5	5	5	0	1	0	<b>45</b>	No	Radstock
Orchard Vale play area and parking, Midsomer Norton	0.33	2	1	3	2	3	0	10	0		0	5	5	0	5	1	1	0	<b>38</b>	No	No
Milward Road open space, Keynsham	0.12	2	2	2	2	3	0	10	0	✓	0	0	5	0	5	1	1	0	<b>33</b>	No	No
Shakespeare Road play area, Westfield	0.37	1	3	2	1	3	0	10	0		0	5	0	0	5	1	1	0	<b>32</b>	No	No
Parcel 7100, Woollard Lane, Whitchurch	0.51	1	0	2	1	3	1	0	0		0	5	5	5	5	1	1	0	<b>30</b>	No	No
Station Road, Newbridge	0.3	2	3	2	2	3	1	10	0	✓	0	-10	5	5	5	1	1	0	<b>30</b>	Yes	Bath
The Daglands open space, Camerton	0.47	1	0	3	0	3	0	10	0		0	5	5	0	0	1	1	0	<b>29</b>	No	No
Agricultural land adjacent to Haycombe Cemetery	10.12	1	2	2	2	3	0	0	0		0	5	5	0	5	1	1	0	<b>27</b>	Yes	No
Land rear of Churchlands, Clutton	0.9	1	0	3	0	3	1	10	0		0	0	5	0	5	1	1	-5	<b>25</b>	No	No

## Appendix 2: Completed Site Scoring Matrix

Objectives		Site Location	Prox. Food Shop	Prox. Primary School	Prox. Doctor's Surgery	Prox. Transport Node	Site Screening	Green Belt	Wildlife or Landscape Designation	European Protected Species	Flood Risk	Contaminated Land	Hazardous Place	Brownfield Land	Safe Access to Public Highway	On-site Parking, Turning and Servicing	Existing Road Network Capacity	Noise Issues	Sum of Scores	World Heritage Site	Conservation Area
Site	Site Size (ha)																				
Land east County Bridge (part 2), Radstock	0.42	2	3	2	3	3	0	10	0		0	-10	5	0	5	1	1	0	<b>25</b>	No	Radstock
Newbridge Marina and Caravan Park	3.64	1	1	2	2	3	1	0	0		-5	0	5	5	5	1	1	0	<b>22</b>	Yes	No
Pennyquick land to south	10.5	1	1	2	2	3	0	0	0		0	0	5	0	5	1	1	0	<b>21</b>	Yes	No
Springfield park / Meare Road open space	3.91	1	0	0	0	3	0	10	-10		0	5	5	0	5	1	1	0	<b>21</b>	Yes	Bath
Land at the Drive, Stanton Drew	0.4	1	0	1	0	3	1	0	0		0	0	5	0	5	1	1	0	<b>18</b>	No	No
Land near Ellsbridge House, Keynsham	0.3	1	3	1	1	3	1	10	0		0	0	0	0	0	1	1	-5	<b>17</b>	No	No
Land at junction of Redlynch Lane and Charlton Road, Queen Charlton	1.82	0	0	0	0	3	0	0	0		0	5	5	0	0	1	1	0	<b>15</b>	No	No
Old Colliery Buildings, Stanton Wick	2.5 (10.12)	0	1	1	0	1	1	0	0	✓	0	-10	5	5	5	1	0	0	<b>10</b>	No	No
Lower Bristol Road, Twerton	0.72	0	1	1	1	3	1	0	-5		0	0	5	0	0	1	1	0	<b>9</b>	Yes	No
Land by Fosseyway Environment Park	2.08	0	2	1	2	3	1	0	0		0	-5	0	0	5	1	1	-5	<b>6</b>	Yes	No



**Appendix 2: Completed Site Scoring Matrix**

Objectives		Site Location	Prox. Food Shop	Prox. Primary School	Prox. Doctor's Surgery	Prox. Transport Node	Site Screening	Green Belt	Wildlife or Landscape Designation	European Protected Species	Flood Risk	Contaminated Land	Hazardous Place	Brownfield Land	Safe Access to Public Highway	On-site Parking, Turning and Servicing	Existing Road Network Capacity	Noise Issues	Sum of Scores	World Heritage Site	Conservation Area
Site	Site Size (ha)																				
Car park at Station Road, Wellow	0.43	2	0	3	0	3	1	0	-10		0	0	5	0	0	1	1	0	<b>6</b>	No	Wellow
Braysdown Depot, Braysdown Lane	1.5	0	0	0	0	3	1	10	-5		0	-10	0	0	5	1	1	0	<b>6</b>	No	Radstock
Land north of Kelston Road	8.34	0	0	1	1	3	1	0	-10		0	0	5	0	0	1	1	0	<b>3</b>	Yes	No
Land at Charlcombe Way	6.44	1	0	2	1	3	0	0	-10		0	0	5	0	0	1	0	0	<b>3</b>	Yes	No

**APPENDIX 3**  
**REJECTED SITES**

### Appendix 3: Rejected Sites

Site Ref.	Site Name	Settlement	Reason for Rejection
GT.3	Land rear of Churchlands	Clutton	Green open space adjacent to existing housing boundary. Significant landscape impact.
GT.5	Car park at Station Road	Wellow	The site would have an unacceptable impact on landscape character (site within AONB).
GT.7	Land by Fosseway Environment Park	Bath	Green open space adjacent to existing commercial use. Significant health and well-being concerns. Significant impact on Cotswolds AONB and incursion into Green Belt.
GT.9	Orchard Vale play area and parking	Midsomer Norton	Contrary to policy SR.1A which protects/safeguards recreational open space. Very poor residential amenity. Not suitable for development as Gypsy and Traveller site.
GT.10	Shakespeare Road play area, Westfield	Radstock	Contrary to policy SR.1A which protects/safeguards recreational open space. Very poor residential amenity. Not suitable for development as Gypsy and Traveller site.
GT.11	Land east County Bridge (part 2)	Radstock	Public open space. Very poor residential amenity.
GT.12	Milward Road open space	Keynsham	Very poor residential amenity. Not suitable for development as Gypsy and Traveller site.
GT.15	Land at the Drive	Stanton Drew	Site is not available for alternative use. Contrary to policy SR.1A. Not suitable for development as Gypsy and Traveller site.
GT.16	Braysdown Depot, Braysdown Lane	Peasedown St. John	The land is not available for use as a Gypsy and Traveller site.
GT.17	Newbridge Marina and Caravan Park	Bath	The land is not available for use as a Gypsy and Traveller site.
GT.18	Agricultural land adjacent to Haycombe Cemetery	Bath	The land is not available for use as a Gypsy and Traveller site.
GT.19	Pennyquick land to south	Bath	The site would have an unacceptable impact on landscape character (significant incursion into open countryside).
GT.20	Land north of Kelston Road	Bath	The site would have an unacceptable impact on landscape character (site within AONB).
GT.21	Springfield park / Meare Road open space	Bath	Contrary to policy SR.1A which protects/safeguards recreational open space. Not suitable for development as Gypsy and Traveller site. The site would also have an unacceptable impact on landscape character (site within AONB).
GT.22	Land at Charlcombe Way	Bath	The site would have an unacceptable impact on landscape character (site within AONB).
GT.23	Land at junction of Redlynch Lane and Charlton Road	Queen Charlton	No access from a public highway except through land in third party ownership. The site would have an unacceptable impact on landscape character.

**APPENDIX 4**  
**SHORTLISTED SITES**

#### Appendix 4: Shortlisted Sites

Site Ref.	Site Name	Settlement	Reason for Inclusion
GT.1	Parcel 7100, Woollard Lane	Whitchurch	Existing site with temporary permission for single Gypsy pitch. Deliverable.
GT.2	Old Colliery Buildings	Stanton Wick	Land and existing buildings available for redevelopment with good level of site screening in location providing degree of privacy for site residents.
GT.4	Former Radstock Infant School canteen	Radstock	Redundant canteen. Available.
GT.6	Station Road, Newbridge	Bath	Redundant depot. Available.
GT.8	Lower Bristol Road, Twerton	Bath	Existing tolerated unauthorised encampment with good accessibility to surrounding highway. Available.
GT.13	The Daglands open space	Camerton	Open space with recreational equipment. Would require replacement of existing play space, as set out in Local Plan Policy SR.1A.
GT.14	Land near Ellsbridge House	Keynsham	Redundant green space adjacent to highway.

## **APPENDIX 5**

### **DETAILED SITE ASSESSMENT TABLES**

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.1 Parcel 7100, Woollard Lane, Whitchurch</b>
<b>Site and Surrounding Areas Information</b>	<p>Site is 0.51 hectares.</p> <p>Located just outside Whitchurch settlement boundary.</p> <p>Site comprises land benefiting from an existing temporary planning permission for change of use to small private Gypsy site to site 1 mobile home and 1 touring caravan.</p> <p>The site is well screened from the surrounding highways and residential area. The site has a well-established perimeter hedge at the south and (part) south west boundaries with the remainder being screened by fencing and planting. The site is not considered to be sensitive and the impact of additional development is not considered to have a detrimental visual impact, nor adversely impact on the character of the area. Further perimeter screen fencing (such as 1.8m close board) would be beneficial to ensure existing vegetation was retained and managed.</p>
<b>Highways</b>	<p>The existing temporary planning permission required the construction of a new vehicular access with suitable visibility splays. The site is considered acceptable for its impact on local highways.</p>
<b>Site Constraints</b>	<p>The site is located within the Green Belt but has been identified by the previous planning application as presenting benefits that outweigh the harm to the Green Belt and loss of openness in this location.</p>
<b>Potential for Development and Suitability</b>	<p>The site benefits from an existing temporary planning permission for use as a Gypsy site, is in private ownership and the landowner would like to establish it as a permanent site for the use of his family.</p> <p>The development of this site would meet an identified need and would benefit a single family who have established residency, in particular with the resident's children enrolled in local schools. Childrens Services have also indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p> <p>On-site services and utilities are already established.</p>

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<b>Availability and Achievability</b>	<p>The land is available for development now and benefits from existing on-site amenities and infrastructure.</p> <p>Site owner could deliver an additional pitch within next 5 years.</p>
<b>Site Capacity</b>	<p>The site consists of an open area of flat land, including hardstanding.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.51ha would have a holding capacity of 10 pitches, suitable for a permanent site. Based on discussions with the site owner an alternative figure of a maximum of 2 permanent pitches is recommended. This is the maximum site size the owner wishes to extend to.</p>
<b>Recommendation</b>	<p><b>The site is considered suitable for allocation as a permanent residential site with capacity for 2 pitches (1 additional to that permitted under temporary permission 10/03798/FUL).</b></p> <p><b>It is recommended that the site be allocated for 2 permanent residential pitches to meet identified need.</b></p>



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<p><b>Site</b></p>	<p><b>GT.2 Old Colliery Buildings, Stanton Wick, BS39 4BU</b></p>
<p><b>Site and Surrounding Areas Information</b></p>	<p>The site is 10.11 hectares in total, of which approximately 2.5 hectares has potential for development. The site comprises a former pit and brick buildings, including workshops and a barn.</p> <p>The site is outside the housing settlement boundary of Stanton Wick. The site is vacant but previously operated as B2 land use. It further benefits from extant planning permission for conversion to a single residential dwelling, ancillary accommodation, B1 floorspace and garaging for 5 vehicles (application ref. 05/02227/FUL and renewal 10/03029/REN).</p> <p>The site is located adjacent to The Winding House, a residential property that previously formed part of the old colliery buildings, and Tia Filers Coaches, a coach business.</p> <p>The site benefits from existing on-site services and utilities. The existing buildings on-site offer the potential for conversion to day/utility rooms and a site manager house.</p> <p>The development of this site would not directly assist the aim of social integration. However, the site's location outside the main settlement would also limit the impact on neighbouring residents and facilitate the Gypsy way of life by providing a site capable of accommodating several families and, potentially, future household growth.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p> <p>The site is previously developed land. National guidance indicates that the reuse of previously developed land can positively enhance the environment with the establishment of a well-planned or soft-landscaped site. The site's unique circumstances, as a former colliery with significant buildings capable of conversion, well bounded by its topography, would prevent the allocation of this land being used as a precedent for development elsewhere.</p> <p>The site is relatively well screened from adjoining roads. In terms of landscape character the area is generally of poor quality and the introduction of caravans or mobile homes behind a well-designed boundary scheme would have little impact. The landscape to the immediate north of Wick Lane is not particularly sensitive and could possibly accommodate such a development. It may be appropriate to restrict or avoid development at the perimeter of the site to avoid impact on neighbouring</p>

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	<p>properties.</p> <p>There are some longer distance views to the North East to the A37, but these are glimpsed only and with a carefully designed layout, any mobile homes and caravans could be located away from the more visible North East edge. Any development proposals would have to be accompanied by a significant scheme of planting and be based on a detailed Landscape and Visual Impact Assessment.</p>
<p><b>Highways</b></p>	<p>Access to the site is constrained by the C road, Wick Lane. Previous planning permission 05/02227/FUL accepted that <i>“the reduction in traffic generation from the former industrial use of the site would be of benefit, whilst recognising that the site is not in a sustainable location”</i>. Highways did not object to that application due to an earlier permission.</p> <p>The use of this site would be unlikely to reduce reliance on the use of private vehicles. Use of the site for a Gypsy and Traveller site would require additional safeguards to be put in place to ensure highway safety as the existing poor nature of the highways leading to and from the site (single track in parts and tight bends) may lead to conflicting movements with other road users. The limited opportunity for vehicles to pass on the highway is particularly relevant due to the location adjacent to a coach depot. A full highways assessment should be conducted to assess this need and assess the level of development that the site and surrounding highway network could accommodate.</p>
<p><b>Site Constraints</b></p>	<p>The site’s former use as a colliery yard, adjacent to a now-disused pit may put site occupants at risk and may require remediation works to ensure on-site safety. As with the previous planning permission, a land contamination survey and remediation works should be required as part of any planning permission. The site owner has advised that a full land contamination survey has been completed and would be able to make this available to the Council.</p> <p>The site has relatively poor access to local services, as access to the local food shop and primary school is within the 1.5km walking distance but has no walking access to a local doctor’s surgery, the closest of which is accessible by public transport in Chew Magna. This does not preclude development of the site, as rural or semi-rural locations are accepted by national planning guidance.</p> <p>PPG2 indicates that the fundamental purposes of the Green Belt are to prevent urban sprawl from large built-up areas, to prevent neighbouring towns from merging into one another, to safeguard the countryside from encroachment, to preserve the setting and special character of historic towns, and to assist urban regeneration. The purpose most relevant to determination of this site’s suitability for development as a Gypsy and Traveller site is the safeguard the countryside from encroachment.</p> <p>The development would harm the openness of the Green Belt due to the introduction of caravans, amenity blocks, vehicles and domestic paraphernalia. The impact on the openness of the Green Belt would be materially greater than that caused by the</p>

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	<p>permitted change of use to a single dwelling, but should also be considered in the context of the former industrial B2 use which permits the storage of minerals and waste arising from the use.</p> <p>The site is well contained by its existing boundaries adjoining the two residential and commercial properties on Wick Lane and its topography. The steep slope of the land at the east, north and south boundaries would prevent additional development encroaching into the open countryside. The site's containment means that it does not therefore form part of the wider open countryside to the east, either visually or functionally. This context reduces the harm which would be caused by the development; this leads to the conclusion that conflict with the purposes of the Green Belt designation would be of moderate weight.</p> <p>The change of use and redevelopment of the site would represent inappropriate development in the Green Belt. This must be weighed against any benefits arising from its allocation as a Gypsy and Traveller site, and the existing permitted uses, including its former use as B2 land, which could be recommended.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is vacant but benefits from existing B2 use. The site also benefits from extant planning permission for the change of use to 1 residential dwelling, ancillary accommodation, B1 floorspace and garaging for 5 vehicles.</p> <p>The site is in private ownership. The site benefits from existing on-site services and utilities. Existing buildings could be converted to form day/utility rooms and a site manager's office.</p> <p>The development of this site would meet an identified need. The site has the potential to deliver a single large site that could significantly reduce the overall level of need required to be met elsewhere in Bath and North East Somerset District. Alternatively, a smaller portion of the site could be allocated to deliver a lower number of pitches, as required. Harm to the Green Belt arising from the development of this site would decrease with the allocation of a lower number of pitches.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is not suitable in light of Green Belt policy.</p> <p>The benefits and constraints arising from the site's setting within the open countryside but within the boundaries of the former colliery, are set out above. These should be weighed against the current unmet need for permanent residential site(s) in Bath and North East Somerset and the availability of alternative sites to meet that need outside the Green Belt within the District. The benefits arising from the development of this site are considered to constitute the very special circumstances necessary to allocate this Green Belt site for development.</p> <p>In the context of the planning history and policies determining suitability for a Gypsy and Traveller site, and the very special</p>

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	<p>circumstances identified above, the site is considered suitable subject to appropriate contaminated land and highways assessments being conducted.</p>
<b>Availability and Achievability</b>	<p>The land is available for development now and benefits from existing on-site amenities. Conversion of existing buildings to form day/utility rooms is achievable without significant rebuilding or extension but would have associated costs. There would also be cost implications arising from site remediation.</p> <p>The site owner wishes to dispose of the site and is currently being marketed by an agent. The site may be suitable for the Council or a Registered Provider to deliver which would have the benefit of enabling delivery of affordable accommodation.</p>
<b>Site Capacity</b>	<p>The site consists of three main levels of flat land, separated by slopes. These are the areas upon which the capacity calculation is based; the wider area of land includes very steeply sloping land towards the east and south. This area is covered in fairly dense vegetation and would be difficult to develop and is hence omitted from the capacity calculation.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 2.5ha would have a holding capacity of 50 pitches, suitable for a permanent or transit site, or a mix of the two. Based on discussions with the site agent and national guidance, an alternative figure of a maximum of 20 pitches is recommended for the site to take account of site topography, the existing level of buildings on-site and the need to provide a safe living environment. This is to be comprised of 15 permanent and 5 transit pitches.</p>
<b>Recommendation</b>	<p><b>The site should be allocated for a maximum of 15 permanent pitches and 5 transit pitches.</b></p>

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<p><b>Site</b></p>	<p><b>GT.3 Land to the rear of Churchlands, Clutton, BS39 5PG</b></p>
<p><b>Site and Surrounding Areas Information</b></p>	<p>The site is 0.9 hectares.</p> <p>The site is outside the Green Belt and is located immediately adjacent to the Clutton housing development boundary. The site benefits from good access to local services and facilities, though poor public transport prevents ease of access to more distant services.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p>
<p><b>Highways</b></p>	<p>Access to the site would likely require works and may represent a significant barrier to development as either a permanent or transit site, or a Travelling Showmen’s yard which are each likely to require safe access and egress for larger vehicles.</p> <p>Improved access would be required together with the provision of suitable visibility splays at this location due to the need to accommodate towing vehicles.</p>
<p><b>Site Constraints</b></p>	<p>Development on the northern part of the site (likely forming access to the site) would cause little or no visual impact and, coupled with a well-designed landscape scheme on the frontage, would not unduly affect the character of the area.</p> <p>The main (southern) part of the site forms an important part of the setting of Clutton and development at this location would have a significant negative visual impact and a substantially adverse impact on the character of the area. It would be very difficult to successfully integrate the development on this part of the site with the surrounding area. Any development proposals would have to be accompanied by a significant scheme of planting and be based on a detailed Landscape and Visual Impact Assessment. Successful screening may be difficult to achieve</p> <p>The site is located adjacent to a pumping station. It is strongly advised that an acoustic report is commissioned to study the potential impact of this facility to ensure that the development (if pursued) complies with national policy on noise. The development should comply with BS 8233 which provides guideline internal noise values for habitable rooms.</p> <p>The northern part of the site lies adjacent to the SNCI known as Fry’s Bottom, formerly forming part of the Clutton dismantled</p>

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	<p>railway. Development at this location would require further identification of impacts on this SNCI and potential mitigation works.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is within a sustainable location adjacent to existing residential properties. The development of this site would meet an identified need.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is suitable in the context of these policies, subject to appropriate highways and landscape assessments being conducted.</p>
<p><b>Availability and Achievability</b></p>	<p>The site is Council-owned but is available for development now.</p> <p>The Council have the right to access the site but may need to negotiate with the landowner of the land parcel used to access the pumping station to make the access to the site for additional vehicular use acceptable.</p> <p>No significant viability constraints have been identified to impede delivery. Subject to planning permission being achieved the site could be developed within the next 5 years.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a relatively flat area of land.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.9ha would have a holding capacity of 18 pitches, suitable for a permanent site. An alternative figure of a maximum of 15 pitches is recommended for this location as Government guidance recommends this for effective site management. This also takes account of the need for site screening to establish residential amenity, and takes account of the size of the adjoining settlement.</p>
<p><b>Recommendation</b></p>	<p><b>The site should not be allocated due to the impact on the wider landscape.</b></p>

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<b>Site</b>	<b>GT.4 Former Radstock Infant School canteen, Radstock, BA3 3HE</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.05 hectares.</p> <p>The site is within the housing development boundary of Radstock. The site is bounded by residential properties and the former Radstock County Infant School.</p> <p>The site is also part-previously developed land.</p> <p>The site benefits from good accessibility to local services and facilities and is not located within the Green Belt.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be difficult than in other locations where an in-year admission is sought.</p> <p>There are some local views into the site from adjacent residential properties and no longer distance views. There is a well-established evergreen hedge to the rear of the property. In terms of landscape character, mobile homes or caravans in this location would be viewed as alien in this residential location and that the impact on character would therefore be unacceptable.</p> <p>The site location within the Radstock Conservation Area and in a residential area makes the need for site screening important in minimising visual intrusion and preserving resident amenity and privacy.</p>
<b>Highways</b>	<p>Off-street parking would be an important part of site design as parking is constrained in this location.</p> <p>Access on to the site may require works to make safe to take account of need for visibility.</p>
<b>Site Constraints</b>	<p>Location within a residential area requires sensitive pitch design.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location and is adjacent to existing residential properties.</p> <p>The development of this site would meet an identified need for a small residential site. This would be suitable for an individual family not wishing to live within a larger site. The screening already in place provides the site with privacy while allowing for</p>

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	<p>integration into the surrounding community.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is suitable in the context of these policies, subject to an appropriate highway assessment being conducted and an assessment of the impact upon neighbouring occupiers' amenities.</p>
<b>Availability and Achievability</b>	<p>Works would be required to make site acceptable for residential use, including demolition of the existing building and the boundary wall to the front of the site, and infrastructure works. No other barriers to development have been identified as the site is available now.</p> <p>The site is Council-owned but could be delivered within the next 5 years.</p>
<b>Site Capacity</b>	<p>The site consists of a large derelict building and garden land to the rear. The site is flat.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.05ha would have a holding capacity of a maximum of 2 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<p><b>The site should be allocated for a maximum of 2 permanent residential pitches.</b></p>



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<b>Site</b>	<b>GT.5 Car park at Station Road, Wellow, BA2 8QB</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.43 hectares.</p> <p>The site is immediately adjacent to the housing development boundary of Wellow.</p> <p>The site has good access to local services and amenities.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p> <p>The site is set within the Wellow Conservation Area and the Cotswolds Area of Outstanding Natural Beauty. There are longer distance views out to the wider AONB across the site and important views towards Wellow (also across the site) from across the valley. The site is not visible from Station Road but is overlooked in part by dwellings at Henley View. Any development on this site would require substantial mitigation in the form of screen fencing or planting. These elements would themselves be alien in the context of the surrounding area, and intrusive in the landscape.</p> <p>The reuse of Council-owned land would also be of benefit in meeting identified need, particularly as this land could be developed to provide affordable accommodation.</p>
<b>Highways</b>	<p>Site access is a significant constraint to development of this site. Access to the site is established for vehicular use, and works to make the site safe for access with caravans would require additional land take from surrounding properties.</p>
<b>Site Constraints</b>	<p>The location within the Cotswolds Area of Outstanding Natural Beauty and Wellow Conservation Area would require very sensitive site design to mitigate against any negative impact on the landscape arising from development of this site.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with good access to local services and amenities and is adjacent to existing residential properties.</p> <p>The development of this site would meet an identified need for a residential site.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is not considered suitable in the context of these policies, due to</p>

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	significant highway issues and impact on the AONB. Significant mitigation works would be required to make site development acceptable. Highways works would require negotiations with surrounding neighbours due to land requirements to bring the road up to adoptable standard.
<b>Availability and Achievability</b>	The site is in existing use as a car park but could be made available within the next 5 years. The site is not considered to be achievable due to likely requirement to make alterations to the highway requiring works to land in third party ownership.
<b>Site Capacity</b>	<p>The site consists of a flat area of land, laid to gravel and grass.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.43ha would have a holding capacity of 9 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<b>The site should not be allocated due to the impact on the Area of Outstanding Natural Beauty and very poor highways access.</b>

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<b>Site</b>	<b>GT.6 Station Road, Newbridge, Bath, BA1 3DX</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.3 hectares.</p> <p>The site is within the Bath housing development boundary. It is bounded by residential properties and forms part of the core employment area of Locksbrook Industrial Estate.</p> <p>The site benefits from good access to local services and facilities, including excellent pedestrian access and good public transport accessibility.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is likely to be more difficult than in other locations where an in-year admission is required.</p> <p>The site has a strip of woodland on one side (north) and some taller trees on a steep slope to the south and east. The western end contains the access from Station Rd and is generally well screened. There are some localised views from immediately adjacent housing, but no longer distance views. The site is also surrounded by railway sleeper on edge walling (up to 1.8m generally) and is surfaced in concrete.</p> <p>Development of or on the site would not significantly impact on the WHS but would have some localised impact on the adjacent residential properties. There is little scope for on-site mitigation so management of the adjacent woodland / planting would be of primary importance. Careful design of fencing, planting or walling inside the site could be of great importance in managing resident amenity and privacy. Mitigation of the visual impact of redevelopment of this site is possible through sensitive pitch design.</p>
<b>Highways</b>	<p>The site benefits from existing access from Station Road. A Transport Assessment is likely to be required to assess the impact of additional traffic arising from the use of the site for residential accommodation and potentially business use but is otherwise considered acceptable.</p>
<b>Site Constraints</b>	<p>This land is likely to have contamination issues due to its historical use. This site would require full investigation leading to likely remediation works which would have cost implications.</p> <p>We would recommend that an acoustic report is commissioned to ensure that the development (if pursued) complies with</p>

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	<p>planning guidance. The development should comply with BS 8233 which provides guideline noise values for habitable rooms.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a location with good access to services and facilities and is designated as part of the core employment area of Locksbrook Industrial Estate. Continuing business use or mixed residential and business use would make efficient use of vacant land within Council ownership.</p> <p>The development of this site would meet an identified need for mixed-use business and residential land or for sole business use in association with a permanent residential site elsewhere in the District.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is suitable in the context of these policies, subject to an appropriate highway assessment being conducted.</p>
<p><b>Availability and Achievability</b></p>	<p>The site is vacant and available for redevelopment within the next 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a flat area of land covered by hardstanding.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.3ha would have a holding capacity of 6 pitches, suitable for a permanent site, potentially incorporating business use.</p> <p>The site's location within the Locksbrook Industrial Estate also gives weight to the potential use of the site as a sole business use in association with a nearby residential site, though no permanent residential allocations are proposed in close proximity.</p> <p>The site also has the potential to be utilised as a Travelling Showpeople yard, subject to full contaminated land and highways assessments being conducted. Full site remediation should be carried out prior to occupation of the site.</p>
<p><b>Recommendation</b></p>	<p><b>It is recommended that the site be brought forward as a Travelling Showmen's yard.</b></p>

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<p><b>Site</b></p>	<p><b>GT.7 Land by Fosseway Environment Park, Bath, BA2 8PD</b></p>
<p><b>Site and Surrounding Areas Description</b></p>	<p>The site is 2.08 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site has reasonable access to services and facilities.</p> <p>Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations. This is a long term benefit of the allocation of this land for development.</p> <p>The site benefits from existing mature screening at its roadside boundary to the north and from wider views from Combe Hay Lane to the south.</p> <p>The site lies adjacent to a very important historic route into the City and a critical part of the setting of the WHS. The development of this site would not have any immediate impact on any residential properties.</p>
<p><b>Highways</b></p>	<p>The neighbouring Waste Recycling Centre benefits from access at this location. Works would be required to establish safe access to the site for caravans and other towing vehicles, including the possible use of a ghost island (right hand turning lane). A Transport Assessment is likely to be required to assess the impact arising from the use of the site for residential accommodation and potentially business use but is otherwise considered acceptable.</p> <p>The location adjacent to the A367 and in very close proximity to the Odd Down Park and Ride is a strong material benefit of this site, providing excellent access to the surrounding highway network and the City Centre. It may be appropriate to establish more formal access between the site and the Park and Ride to formalise this link.</p>
<p><b>Site Constraints</b></p>	<p>The site sits high on a plateau and there are longer distance views across the city as far as Lansdown to the north and to wider open landscape to the North West and South East. The site does appear untidy and generally unmanaged. It also lies to the west of the existing Park and Ride facility (which is being extended westwards) which has an existing visual impact on the surrounding areas and on long distance views. The cumulative impact of development of this location would be to link the existing developments at the Odd Down Park and Ride and Waste Recycling Centre</p>

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	<p>A mobile home / caravan scheme would introduce a new visual element into the open countryside and would have a significant visual impact. If this site is allocated for development, sensitive site design would be required to integrate with the surrounding developed areas, including the Park and Ride and neighbouring Waste Recycling Centre.</p> <p>Such a scheme may include comprehensive planting (and possibly mounding) scheme to mitigate against the visual impact. The site is relatively large and does have enough space for such a scheme. Similarly, the existing planting is establishing well and the site is generally well hidden by an existing hedgerow to the north side adjacent to the highway (A367).</p> <p>Landscaping and planting are encouraged in national planning guidance to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Additional landscaping to the east of the site, alongside the Fosseway Environment Park Waste Recycling Centre would be necessary to achieve these aims due to its prominence.</p> <p>Although there is a recycling centre already in this general location, this development would link it to the P&amp;R. The overall development would have a significant and adverse impact on the setting of the WHS because it expands its influence out into the open countryside.</p> <p>This land is likely to have contamination issues due to its historical use. This site would require full investigation leading to likely remediation works which would have cost implications for its development.</p> <p>The site's location adjacent to the Waste Recycling Centre would likely be harmful to resident's health and well-being due to the associated noise, air pollution and visual intrusion of the neighbouring use. These harmful effects are considered significant and a significant barrier to the development of the site. An acoustic report would be required establish the impact of noise on proposed site residents, alongside a health impact assessment to ensure that the development (if pursued) complies with national guidance on noise and health. The development should comply with BS 8233 which provides guideline noise values for habitable rooms.</p> <p>The site is set within the Green Belt. The southern boundary of the site adjoins the Cotswolds AONB. The site is located outside the boundary of the Bath World Heritage Site (WHS). Due to the site's location adjacent to the neighbouring Waste Recycling Centre and close to the Odd Down Park and Ride the development of this site would not represent a significant individual incursion into the Green Belt, but would have to be considered as contributing to the creep of development at this general location.</p> <p>The harm identified from impact on the Green Belt and the adjoining AONB should be balanced against any benefits arising</p>
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	from the development as a Gypsy / Traveller or Travelling Showmen's site.
<b>Potential for Development and Suitability</b>	<p>The site is in a location with reasonable access to services and facilities. The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision but is considered more appropriate to meet the need for a Travelling Showpeople yard.</p> <p>The harmful impacts arising from allocating land adjacent to a waste recycling facility, allocated within the West of England Joint Waste Core Strategy for the treatment of residual wastes are considered to render the adjacent land unsuitable for residential use. This is supported by national planning guidance which indicates that land should not be allocated where it would be harmful on the health and well-being of site residents.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>Subject to appropriate highways and contaminated land assessments, and any remediation works arising from this, there are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a relatively flat area of green open space with tree cover at each of the boundaries.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 2.08ha would have a holding capacity of 42 pitches, suitable for a permanent site. Guidance recommends that a maximum site size of 15 permanent pitches should be established for site management purposes.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 8.34ha would have a holding capacity of 104 pitches. An alternative figure of a maximum of 15 pitches is recommended for this location as Government guidance recommends this for effective site management. This also takes account of the need for site screening to establish residential amenity.</p> <p>Alternatively, the site presents potential for development as a Travelling Showpeople site, given the need for business / storage use on such sites. The site has the capacity for separate residential and storage / maintenance areas, as well as the capacity for additional landscaping and play space. Site design would have to be sensitive to its location, in particular in relation to the Waste Recycling Centre.</p>
<b>Recommendation</b>	<b>The site should not be allocated due to the harmful environment adjacent to the Waste Recycling Centre, impact on the adjoining Area of Outstanding Natural Beauty and cumulative impact of development at this location on the Green Belt.</b>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.8 Lower Bristol Road, Twerton, Bath, BA2 9ER</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.72 hectares.</p> <p>The site is outside the housing development boundary of Bath.</p> <p>The site has reasonable access to services and facilities, including the local primary school and doctor's surgery. Each present significant benefits of the site, enabling the continuation of education and access to healthcare. Childrens Services have indicated that the ability to obtain a local primary school place is more likely to be easier than in other locations.</p> <p>The site has significant accessibility benefits derived from its location adjacent to the A36, a major point of access to Bath and surrounding areas, including Keynsham.</p> <p>The site forms an important part of the entrance and green setting to the World Heritage Site (WHS) with views to the Brunel tunnel entrance and the distinctive slopes up to Carrs Wood. The site however is self-contained which potentially lessens its wider impact on the WHS setting.</p> <p>The site is screened to some extent to the east and west but is prominent in the landscape from the A36 and the railway to the south, which overlooks the site. Landscaping and planting are encouraged in national planning guidance to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Soft landscaping to the front of the site, alongside the A36 could be employed to achieve these aims.</p>
<b>Highways</b>	<p>This site has access on to the Lower Bristol Road but would likely require further works to ensure safe access for caravans and other vehicles. Road calming measures and footway improvements are likely to be required to ensure site occupant, visitor and other road users' safety, due to the speed of traffic on the adjoining section of Lower Bristol Road (A36). There would be clear cost implications of the allocation of this site due to the need for highway works. Convenient access to the road network and public transport is a significant benefit of this site, reducing the need for long distance travel whilst enabling access to Bath, Keynsham and surrounding areas. This makes the site suitable for both permanent and transit provision.</p>
<b>Site Constraints</b>	<p>The site lies adjacent to the designated Carrs Wood Local Nature Reserve (LNR) (Site of Nature Conservation Interest). The development of the site May impact on the management of the adjacent woodland and this needs to be considered. National planning guidance indicates that local landscape and nature conservation designations should not be used in themselves to</p>



## Appendix 5: Detailed Site Assessment Tables

	<p>preclude development.</p> <p>There is no road frontage vegetation which gives open short range views to / from the main road (north). There are also some limited longer distance views to the hillside to the south. Views from there across the site would be limited and the site would not have a significant impact.</p> <p>The site is otherwise well screened by riparian vegetation to the west and south and adjacent sloping ground to the east. There are no residential properties nearby and impact on the wider character of the area is limited.</p> <p>The northern boundary currently contains a low stone wall in poor condition and a Heras fence that demonstrates how, if it were a solid barrier, it would successfully block most views into the site. Access appears to be good but if the access is formalised or improved this might lead to the need to remove any more vegetation to the east of the entrance or walling along the main frontage. If this were the case, then a well-designed replacement scheme would be necessary.</p> <p>This is a suitable site subject to a well-designed frontage scheme containing a line of longer term woodland planting with a line of taller trees located behind the existing wall (repaired) and with a taller timber fence behind that again to provide immediate screening.</p> <p>Management of the woodland and riparian vegetation is critical and should be enshrined in an overarching management plan. With a well-considered management and boundary scheme this site would appear to be suitable and its development would have limited visual / landscape impact.</p> <p>We would recommend that an acoustic report is commissioned to ensure that the development (if pursued) complies with national guidance on noise. The development should comply with BS 8233 which provides guideline noise values for habitable rooms. The site is located within the Green Belt. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this. This harm should be balanced against any benefits arising from the development as a Traveller site.</p> <p>The site would encroach into the countryside. The site is however well contained by landscaping which would prevent further development to the east and is a sustainable location for residential development. The site is located opposite office space at Lawrence House. Whilst the site would have some harmful effect on the openness of the area, the impact of development would be limited to the immediate surroundings and could be mitigated through the use of screening on the roadside boundary.</p> <p>The site is also located within the Bath World Heritage Site (WHS) boundary. It does not however form part of the Important</p>
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**Appendix 5: Detailed Site Assessment Tables**

	<p>Green Hillides noted in the Bath World Heritage Site Setting Study.</p> <p>The site location adjacent to the Lower Bristol Road gives rise to noise issues. This may impact on the quality of life and health of site residents and may require landscaping and sensitive site design to reduce the impact of this.</p>
<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a location with good access to services and facilities. The site could be developed for either permanent or transit pitch provision to make efficient use of the land. Development at this location would be consistent with national planning policy seeking a sustainable pattern of development that would assist social integration for the Traveller community. The allocation of land away from existing residential properties means that there would be no negative impact on the living conditions of other residents.</p> <p>The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision. Site size also enables the development of land capable of bringing forward a large proportion of the Council's total pitch provision. This would reduce the need to allocate land elsewhere in the District, including on land set within the Green Belt.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches, together with the limited impact on the openness of the countryside outweighs the harm to the development of land within the Green Belt.</p> <p>The principle of sites for Gypsies and Travellers is governed by Local Plan Policy HG.16. Policy CP.11 of the Submission Draft Core Strategy will replace LP Policy HG.16. The site is suitable in the context of these policies, subject to a full highway assessment being conducted and a landscape management plan being put in place as part of the ongoing management of this site, should it be allocated.</p>
<p><b>Availability and Achievability</b></p>	<p>The site currently comprises unauthorised encampment, tolerated by the Council. The land is otherwise available for development within the next 5 years.</p> <p>Subject to a highway and transport assessment being completed, and appropriate measures put in place to ensure highway and pedestrian safety, there are no identified barriers to development of this land. Those works would have cost implications which may reduce the viability of the development of the site and would require further cost analysis.</p>

## Appendix 5: Detailed Site Assessment Tables

<b>Site Capacity</b>	<p>The site consists of a relatively flat area of green open space set adjacent to the Carrs Wood LNR.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.72ha would have a holding capacity of 14 pitches, suitable for a permanent site. The site has the potential for use as a mixed-use site, though this is less than favourable due to the location adjacent to the LNR.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 0.72ha would have a holding capacity of 36 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p> <p>The site also has the potential for a mix of permanent and transit pitches, up to a maximum capacity of 15 pitches with mix to be determined through detailed site design.</p>
<b>Recommendation</b>	<b>It is recommended that the site be brought forward as a transit site due to its sustainable location and ease of access to the public highway. The allocation should be for a maximum capacity of 15 pitches, including capacity for an on-site site warden to ensure management of the site.</b>

## Appendix 5: Detailed Site Assessment Tables

<b>Site</b>	<b>GT.9 Orchard Vale play area and parking, Midsomer Norton, BA3 2RD</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.33 hectares.</p> <p>The site is set within the Midsomer Norton housing development boundary.</p> <p>The site benefits from good access to services and facilities.</p>
<b>Highways</b>	The site benefits from existing vehicular access from Orchard Vale. No highway problems are considered likely to arise from the use of this site as residential accommodation.
<b>Site Constraints</b>	<p>The site is in a location highly sensitive to any form of additional development due to its proximity to existing dwellings and the two-storey Care Home / Extra Care scheme buildings at Greenbank. These buildings overlook the site.</p> <p>Development at this location would likely not assist the promotion of peaceful and integrated co-existence between the site and the locality, as required by national planning guidance. It would be considerably difficult to establish resident amenity and privacy.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location but is surrounded by existing residential properties in an exposed location. The development of this site would meet an identified need.</p> <p>The development of this site would also make efficient use of Council-owned previously-developed land.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a relatively flat area of green space and hardstanding adjacent to Orchard Vale community hall (excluded from this area of land).</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.33ha would have a holding capacity of 7 pitches, suitable for a permanent site.</p>

**Appendix 5: Detailed Site Assessment Tables**

<b><i>Recommendation</i></b>	<b>The site is in an exposed location and would be heavily overlooked from neighbouring properties which are not small in scale. The site should not be allocated due to its highly sensitive location which would harm occupant amenity. The allocation of this land would also likely fail to promote the integrated co-existence of site residents and the local community.</b>
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**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.10 Shakespeare Road play area, Westfield, Radstock, BA3 3XL</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.37 hectares, of which approximately 0.32 hectares is developable.</p> <p>The site is adjacent to the housing development boundary of Radstock.</p> <p>The site benefits from good access to services and facilities.</p>
<b>Highways</b>	<p>The site is currently accessed by a footpath running to and between properties on Wesley Avenue, and Shakespeare Road. Further vehicular access on to the site could be established from Shakespeare Road. No highway problems are considered likely to arise from the use of this site as residential accommodation.</p>
<b>Site Constraints</b>	<p>The site is located adjacent to residential properties on Shakespeare Road and is heavily overlooked in part due to the sloping nature of the site. The level of exposure of the site leads to the conclusion that development at this location would likely harm site and neighbouring residents' amenity and privacy. Development would likely not assist the promotion of peaceful and integrated co-existence between the site and the locality, as required by as national planning guidance.</p> <p>The sloping nature of the site would make development for residential accommodation difficult.</p> <p>The site is also located adjacent to the Norton Radstock (disused) railway SNCI. The development of this site is likely to have an adverse impact on the SNCI.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location but is surrounded by existing residential properties in an exposed location. The development of this site would meet an identified need.</p> <p>The site is not considered suitable due to the topography of the site which would prevent reasonable residential amenity and privacy for site residents.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site Capacity</b>	The site is gently sloping from the south of the site to the north.  Based on 500m <sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.32ha would have a holding capacity of 7 pitches, suitable for a permanent site.
<b>Recommendation</b>	<b>The site is in an exposed location and would be heavily overlooked from neighbouring properties. The site should not be allocated due to its highly sensitive location which would harm occupant amenity.</b>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.11 Land east of County Bridge, Radstock, BA3 3EP</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.42 hectares.</p> <p>The site is within the Radstock housing development boundary.</p> <p>The site benefits from good access to services and facilities.</p>
<b>Highways</b>	<p>Access can be made to the site from either Waterloo Road or Frome Road. There is a good standard of highway access from Waterloo Road. No highway problems are likely to arise from the use of this site for residential accommodation.</p>
<b>Site Constraints</b>	<p>The site lies on the former Ludlows Pit. The site is potentially contaminated and would require a full contaminated land assessment and remediation works prior to development and occupation.</p> <p>The site is located within the Radstock Conservation Area.</p> <p>The site location is adjacent to the main highway through Radstock. This is good for accessibility. The site is highly visible in its setting, with neighbouring 2-3 storeys high buildings heavily overlooking the site. There is little potential for screening to establish resident amenity and privacy. The development of this site for Traveller pitches would appear incompatible with the surrounding environment.</p> <p>Development at this location would likely not assist the promotion of peaceful and integrated co-existence between the site and the locality due to the level of visual exposure.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location but is surrounded by existing residential and commercial properties in an exposed location. The development of this site would meet an identified need.</p> <p>The site is not considered suitable due to the sensitivity of the location to development. This would prevent reasonable residential amenity and privacy being established for site residents.</p>



### Appendix 5: Detailed Site Assessment Tables

<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a flat area of green open space, containing a number of trees.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.42ha would have a holding capacity of 8 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<p><b>The site is highly sensitive due to its location with significant overlooking from neighbouring residential and commercial properties and noise issues arising from its location immediately adjacent to Waterloo Road. The site should not be allocated due to its highly sensitive location which is considered would harm the amenity of any proposed occupants.</b></p>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.12 Milward Road open space, Keynsham, BS31 2DS</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.12 hectares.</p> <p>The site is within the Keynsham housing development boundary.</p> <p>The site benefits from good access to services and facilities.</p> <p>The site is screened from properties at Milward Road by mature trees. Though this vegetation is not dense and would not obscure development, it would reduce the impact of development on the neighbouring properties.</p>
<b>Highways</b>	<p>There is no existing vehicular access on to the site though there is the potential for this to be established from Milward Road which has a good standard of access. The site currently has a footpath running roughly diagonally through it to St. Johns Court. Works would be required to establish full vehicular access from Milward Road. No highway problems are considered likely to arise from the use of this site as residential accommodation.</p>
<b>Site Constraints</b>	<p>The site is in a location highly sensitive to any form of additional development. The site is located adjacent to existing dwellings at Milward Road and St. Johns Court. The site is overlooked from the St. Johns Court sheltered housing flats. Whilst the site is relatively well screened to the west by existing mature trees, screening to establish site resident privacy would be more difficult to the east at the boundary with St. Johns Court.</p> <p>Development at this location would likely not assist the promotion of peaceful and integrated co-existence between the site and the locality, as required by national planning policy. It would also be considerably difficult to establish residents' amenity and privacy; the development of this site would likely also have a harmful impact on the amenities of neighbouring occupiers.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a highly accessible location. It is located adjacent to existing residential properties to its east, west and south boundaries. The development of this site would meet an identified need.</p> <p>The site is in a sensitive location which would require mitigation works, including landscaping, to establish residential amenity and privacy. The site is otherwise suitable for development.</p>

## Appendix 5: Detailed Site Assessment Tables

<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of an area of green open space, part of which gently slopes up to neighbouring residential properties.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.12ha would have a holding capacity of 2 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<p><b>The site is highly sensitive due to its location with significant overlooking from neighbouring residential properties. The site should not be allocated due to its highly sensitive location which is considered would harm the amenity of any proposed and neighbouring occupants.</b></p>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.13 The Daglands open space, Camerton, BA2 0PR</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.47 hectares.</p> <p>The site is located immediately adjacent to the housing development boundary of Camerton.</p> <p>The site has more limited access to key services and facilities than other sites but is located outside the Green Belt.</p> <p>The site topography relative to The Daglands may require screening to preserve neighbouring residents' amenity and privacy.</p>
<b>Highways</b>	<p>The site does not benefit from existing formal vehicular access from the public highway. Access from The Daglands would require works due to the slope of the access to the site. The access would only permit single way flow which would require safeguards to be put in place to manage access and egress at this location.</p> <p>Access to the site would require access over land under third party ownership. Necessary legal consents would have to be achieved.</p>
<b>Site Constraints</b>	<p>The site is covered by Local Plan policy SR.1A (Public Open Space) which deems the site unsuitable for redevelopment. Development of this site would require suitable and equivalent quality and quantity recreation space to be provided in an easily accessible location.</p> <p>Guidance on the design of Gypsy and Traveller sites recommend that sites should not be developed on sloping land where there is the risk of caravans being overturned. Site topography would require works to make the site stable for residential accommodation and this would have cost implications. The development of this site would also require a detailed landscape assessment to assess the impact on surrounding areas.</p>
<b>Potential for Development and Suitability</b>	<p>The site is not in a highly accessible location but is adjacent to existing residential properties. The development of this site would meet an identified need for a medium scale residential site.</p>

## Appendix 5: Detailed Site Assessment Tables

<b>Availability and Achievability</b>	<p>The site is Council-owned but is available for development now.</p> <p>Topography makes development of this land as a Gypsy or Traveller site difficult but not unachievable. Site topography is a significant barrier to development. Full landscape and highways assessments would be required to ascertain developability.</p>
<b>Site Capacity</b>	<p>The site consists of a steeply sloping area topped by a flat area of open space which currently contains play equipment.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.42ha would have a holding capacity of 8 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<p><b>This site has a number of issues which would require mitigation works to be completed prior to development and occupation as a Gypsy / Traveller site, and for appropriate land to be identified to replace the existing play space. Subject to these works being agreed, the site should be allocated for a maximum of 9 permanent residential pitches.</b></p>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.14 Land near Ellsbridge House, Keynsham, BS31 1TL</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 0.3 hectares.</p> <p>The site is outside the Keynsham housing development boundary.</p> <p>The site has good access to local services and facilities.</p>
<b>Highways</b>	<p>The site fronts the heavily trafficked A4 in close proximity to the Broadmead roundabout junction. The formation of any additional access in this location would be resisted and not in the interests of highway safety, particularly given the need for access by large / towing vehicles and caravans.</p> <p>However, the existing access serving Ellsbridge House is substandard and a replacement access serving both sites may be considered, on balance, to be acceptable. This, though, may require the relocation of the existing well used bus stop layby, so an alternative location would need to be found in close proximity and resultant land ownership issues addressed. The formation of a new access and the relocation of the bus stop layby would have cost implications.</p>
<b>Site Constraints</b>	<p>The site benefits from existing screening at its boundaries which also acts as a visual barrier to the industrial estate to the north of the A4 Bath Road at this location. Residential amenity and privacy at this location may be difficult to establish despite the existing screening at the roadside boundary. Site clearance to remove dense tree coverage would also be required prior to development. This would have cost implications.</p> <p>The site is adjacent to Ellsbridge House, a Grade II Listed Building due to reopen as a day care nursery in September 2012. Development at this location would affect the setting of the Listed Building.</p> <p>The site is located adjacent to the Ashmead Industrial Estate at Ashmead Road. Locations adjacent to industrial uses are not encouraged for permanent sites due to health and safety issues associated with these.</p> <p>The site location adjacent to the A4 Bath Road gives rise to noise issues. This would impact on the quality of life and health of site residents. The health and safety of site occupants, including children, is very important to site design and would require a detailed noise assessment prior to development.</p>

**Appendix 5: Detailed Site Assessment Tables**

<p><b>Potential for Development and Suitability</b></p>	<p>The site is in an accessible location but is adjacent to existing industrial properties. The development of this site would meet an identified need.</p> <p>This site is not considered suitable for development as a Gypsy or Traveller site due to its location adjacent to a busy and noisy highway. A full highways assessment would be required to ascertain suitability for residential development should the site be considered for development in the long term.</p>
<p><b>Availability and Achievability</b></p>	<p>The site is Council-owned and is available for development now.</p> <p>Site location adjacent to industrial properties and the A4 Bath Road is a significant barrier to the development of this site. Full highways and noise assessments and works to make the site suitable for caravan use would be required for development to take place in the medium-long term. There would also be costs associated with site clearance, the creation of an access and the relocation of the existing bus stop layby.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a flat area of land covered by dense vegetation.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.3ha would have a holding capacity of 6 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 0.3ha would have a holding capacity of 15 pitches. Guidance recommends that this is the maximum site size for transit sites.</p>
<p><b>Recommendation</b></p>	<p><b>This site has a number of issues which would require mitigation works to be completed prior to development and occupation as a Gypsy / Traveller site. Subject to these works being agreed, the site should be allocated for a maximum of 6 permanent residential pitches.</b></p>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.15 Land at The Drive, Stanton Drew, BS39 4DQ</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 0.4 hectares.</p> <p>The site lies immediately adjacent to the housing development boundary of Stanton Drew. The site is broadly triangular and comprises Chew Valley Scout Hut and play space.</p> <p>The site has relatively poor access to local services and facilities.</p> <p>The site benefits from existing roadside screening with minimal overlooking of the site from neighbouring residential properties. The site could be further landscaped to ensure resident privacy and amenity .</p>
<b>Highways</b>	<p>Access to the site for the existing use is from The Drive. Access from Bromley Road would require works as the Class 4 road is presently very narrow and constrains access for large vehicles. Removal of hedgebank would be required to establish access from this road. Access from The Drive for a Gypsy or Traveller site is more appropriate than from the adjoining boundary at Bromley Road and is likely to be acceptable.</p>
<b>Site Constraints</b>	<p>The site is covered by Local Plan policy SR.1A (Public Open Space) which deems the site unsuitable for redevelopment.</p> <p>The site is located within the Green Belt.</p>
<b>Potential for Development and Suitability</b>	<p>The site is not in an accessible location but is located adjacent to existing residential properties. The development of this site would meet an identified need and provides a flat area of land suitable for development.</p> <p>This site is not considered suitable for development as a Gypsy and Traveller site due to the application of Local Plan policy SR.1A preventing development of recreational public open space.</p> <p>A full highways assessment would be required to ascertain suitability for residential development should the site be considered for development in the long term.</p>



## Appendix 5: Detailed Site Assessment Tables

<b>Availability and Achievability</b>	<p>The site is Council-owned and is available for development now.</p> <p>The site is not considered likely to be released within the next 5-10 years. Longer term availability (10 years+) is dependent on future opportunities for relocation of the existing use. The site is not likely to be made available and should not be considered for allocation.</p>
<b>Site Capacity</b>	<p>The site consists of a relatively flat area of open space containing small scale play equipment.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 0.4ha would have a holding capacity of 8 pitches, suitable for a permanent site.</p>
<b>Recommendation</b>	<p><b>The site is in use in association with the scout hut and is in an exposed location with limited vehicular access. The use of this site would remove an area of formal open play space.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>

**Appendix 5: Detailed Site Assessment Tables**

<p><b>Site</b></p>	<p><b>GT.16 Braysdown Depot, Braysdown Lane, Peasedown St John, BA2 8LL</b></p>
<p><b>Site and Surrounding Areas Description</b></p>	<p>The site is 1.5 hectares.</p> <p>The site is outside the housing development boundary but adjacent to existing residential development at Braysdown Lane.</p> <p>The existing use as minerals and vehicle storage would recommend the site for redevelopment with some business use to make efficient use of a brownfield site.</p> <p>The site is outside the Green Belt.</p> <p>The site benefits from existing screening to the south of the site. To preserve residential amenity and privacy it may be suitable to require landscaping at the boundary with the existing residential properties.</p> <p>Part of the site is brownfield land. The remainder is greenfield.</p> <p>The site is within the Radstock Conservation Area, though the existing industrial use would indicate that change of use to residential may not result in any significant change in impact on the Conservation Area.</p>
<p><b>Highways</b></p>	<p>Existing site access is acceptable for the current use by Heavy Goods Vehicles transporting minerals (HGVs). Access for caravans and larger vehicles is likely to be acceptable here.</p>
<p><b>Site Constraints</b></p>	<p>Access to services and facilities is relatively poor at this location. This does not preclude development of the site, as rural or semi-rural locations are accepted by national planning policy.</p> <p>The site is also covered by an SNCI designation. Further survey work would be required to determine the site's suitability for redevelopment as a residential site.</p> <p>The need to travel to work is a consideration in recommending this site for redevelopment as a Travelling Showpeople site as this group has a lesser need for access to other forms of employment.</p> <p>Remediation works are likely to be required prior to development and occupation of this site due to its former colliery use and</p>

**Appendix 5: Detailed Site Assessment Tables**

	existing use for minerals storage which make contamination likely.
<b>Potential for Development and Suitability</b>	<p>The site is not in a highly accessible location but is adjacent to existing residential properties. The development of this site would meet an identified need.</p> <p>The development of this site would also make efficient use of Council-owned previously-developed land.</p>
<b>Availability and Achievability</b>	<p>The site is Council-owned but currently in use; redevelopment would require the existing use to cease. Property Services have indicated that other Council services have expressed a wish to co-locate to this site. This is an impediment to redevelopment. In order to unlock the redevelopment potential of this site the minerals and vehicle storage depot will need to be relocated.</p> <p>The site would also likely require remediation works. The site is not considered likely to be released within the next 5-10 years. Longer term availability (10 years+) is dependent on future operational requirements and potential opportunities for relocation.</p>
<b>Site Capacity</b>	<p>The site consists of a flat area of hardstanding with some green space along the boundaries.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 1.5ha would have a holding capacity of 13 pitches, suitable for a permanent site, but also has the potential for redevelopment to a Travelling Showpeople yard.</p>
<b>Recommendation</b>	<p><b>The site is suitable for redevelopment as a Travelling Showpeople yard but is not considered available in the short to medium term.</b></p> <p><b>The site should not be allocated at this time.</b></p>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.17 Newbridge Marina, Brassmill Lane, Bath, BA1 3JT</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 3.64 hectares, of which approximately 2.7 hectares is developable.</p> <p>The site is located outside the Bath housing development boundary.</p> <p>The site has reasonable access to local services and facilities.</p> <p>The current site use is as a marina and caravan park.</p> <p>The site benefits from existing mature screening.</p>
<b>Highways</b>	<p>Access to the site is currently from Brassmill Lane. This permits access for large vehicles, including caravans. No problems are anticipated from the change of use to residential accommodation.</p>
<b>Site Constraints</b>	<p>The site is located within the Green Belt.</p> <p>The site is also located within the boundary of the Bath World Heritage Site (WHS).</p>
<b>Potential for Development and Suitability</b>	<p>The site is in an accessible location with an established use as a caravan park. The development of this site would meet an identified need and benefits from established services that would not require significant works to convert to a Gypsy and Traveller site.</p> <p>The development of this site would also make efficient use of Council-owned previously-developed land.</p>
<b>Availability and Achievability</b>	<p>The site is Council-owned but is not available in the short to long term due to the existing 150 year leasehold; change of use for Gypsy and Traveller accommodation would require the existing use to cease. In order to unlock the potential of this site the existing marina and caravan use will need to be relocated.</p> <p>The site is not considered likely to be released within the next 5-10 years. Longer term availability (10 years+) is dependent on future opportunities for relocation of the existing use. The site is not likely to be made available and should not be considered for allocation.</p>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site Capacity</b>	<p>The site consists of a marina and flat area of land in use as a caravan site.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 2.7ha would have a holding capacity of 54 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 2.7ha would have a holding capacity of 135 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p>
<b>Recommendation</b>	<p><b>The site is suitable for redevelopment as a Gypsy and Traveller site, in particular a transit site, but is not considered available in the short to long term.</b></p> <p><b>The site should not be allocated at this time.</b></p>

**Appendix 5: Detailed Site Assessment Tables**

<b>Site</b>	<b>GT.18 Land adjacent to Haycombe Cemetery, Newton St Loe, Bath, BA2 2RQ</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 10.12 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site is clearly set apart from neighbouring residential development by Whiteway Road.</p> <p>The site has good access to services and facilities.</p>
<b>Highways</b>	<p>Gradients and traffic speeds on Whiteway Hill give rise to concerns. Access would probably need to be near the top of the hill where speeds are lowest. Traffic calming and alteration to existing speed limits likely to be necessary.</p>
<b>Site Constraints</b>	<p>The site is within the Green Belt and would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this. This harm should be balanced against any benefits arising from the development as a Traveller site.</p> <p>The development of this site would encroach significantly into the open countryside. The effect on the character and appearance of the surrounding area would be significant due to its prominence in the landscape and general openness. Screening would not be likely to mitigate against this impact due to its prominence in the immediate and longer distance views.</p> <p>The site is also immediately adjacent to the Haycombe Cemetery Site of Nature Conservation Interest.</p> <p>The site is also located within the boundary of the Bath World Heritage Site (WHS).</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with good access to services and facilities. Due to the significant impact on the openness of the countryside the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit</p>

## Appendix 5: Detailed Site Assessment Tables

	<p>pitch provision.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the openness of the countryside and harm to the development of land within the Green Belt.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>The site is not restricted, but is reserved by the Council's Bereavement Services for future cemetery extension. Its long term availability is therefore subject to competing claims which would require further investigation.</p>
<b>Site Capacity</b>	<p>The site consists of a gently sloping area of green open space.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 10.12ha would have a holding capacity of 202 pitches, suitable for a permanent site. Guidance recommends that a maximum site size of 15 permanent pitches should be established for management purposes. This would enable a far smaller area of land to be developed than is available.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 10.12ha would have a holding capacity of 506 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes. This would enable a far smaller area of land to be developed than is available.</p>
<b>Recommendation</b>	<p><b>The site is not available due to the reservation for future use as part of the adjoining cemetery. The site should not be taken forward for allocation.</b></p>

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<b>Site</b>	<b>GT.19 Land to south of Pennyquick, Newton St Loe, Bath, BA2 1RG</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 10.5 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site has good access to services and facilities.</p>
<b>Highways</b>	<p>Works would be required to establish safe access to the site. May also require road calming works or alteration to speed limits at this length of the Whiteway Road.</p>
<b>Site Constraints</b>	<p>The site is within the Green Belt and would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this. This harm should be balanced against any benefits arising from the development as a Traveller site.</p> <p>The development of this site would encroach significantly into the countryside. The effect on the character and appearance of the surrounding area would be significant due to its prominence in the landscape and general openness. Screening would not be likely to mitigate against this impact due to its prominence in the immediate and longer distance views.</p> <p>The site is also adjacent to the Newton Brook Site of Nature Conservation Interest.</p> <p>The site is also located within the boundary of the Bath World Heritage Site (WHS).</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with good access to services and facilities. Due to the significant impact on the openness of the countryside the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the openness of the countryside and harm to the</p>



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	development of land within the Green Belt.
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a gently sloping area of green open space.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 10.5ha would have a holding capacity of 210 pitches, suitable for a permanent site. Guidance recommends that a maximum site size of 15 permanent pitches should be established for management purposes. This would enable a far smaller area of land to be developed than is available.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 10.5ha would have a holding capacity of 525 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes. This would enable a far smaller area of land to be developed than is available.</p>
<b>Recommendation</b>	<p><b>The site is in a highly exposed location. This site would remove a significant area of open space at this location, significantly encroaching into the open countryside.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>

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<b>Site</b>	<b>GT.20 Land north of Kelston Road, Bath, BA1 9AB</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 8.34 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site has reasonable access to services and facilities.</p> <p>The site benefits from significant mature screening at its roadside boundary to the south and is shielded by Lansdown Ridge and Pen Hill from more distant views. Landscaping and planting are encouraged in national planning policy to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Further soft landscaping to the east of the site, alongside Oldfield School could be employed to achieve these aims.</p>
<b>Highways</b>	<p>Works would be required to establish safe access to the site. Is likely to require significant road calming works and / or alteration to speed limits at this length of the Kelston Road. Realignment of the highway and improvements to forward visibility may also be required to make the access acceptable.</p>
<b>Site Constraints</b>	<p>The site is set within the Cotswolds Area of Outstanding Natural Beauty (AONB), Green Belt and Pen Hill Site of Nature Conservation Interest (SNCI). The site is also located within the boundary of the Bath World Heritage Site (WHS).</p> <p>The site would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this.</p> <p>In addition to the harm to the Green Belt, national planning policy states that development should not be permitted in Areas of Outstanding Natural Beauty unless it can be demonstrated that the development will not compromise the objectives of that designation. Development of this site would clearly significantly erode an open area of countryside; site screening at the boundaries of the site would not be likely to mitigate against this impact.</p> <p>The harm identified from impact on the Green Belt and AONB should be balanced against any benefits arising from the development as a Traveller site.</p>

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<p><b>Potential for Development and Suitability</b></p>	<p>The site is in a location with good access to services and facilities. The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision. However, due to the significant impact on the AONB and Green Belt the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the AONB and Green Belt.</p>
<p><b>Availability and Achievability</b></p>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<p><b>Site Capacity</b></p>	<p>The site consists of a relatively flat area of green open space with sparse tree cover.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 8.34ha would have a holding capacity of 167 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 8.34ha would have a holding capacity of 417 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p>
<p><b>Recommendation</b></p>	<p><b>The site is in a highly exposed location sensitive to any form of development due to its designation as part of the Green Belt, AONB, SNCI and World Heritage Site. This site would remove a significant area of open space at this location, significantly encroaching into the open countryside.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>

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<b>Site</b>	<b>GT.21 Springfield Park / Meare Road open space, Bath, BA2 5PX</b>
<b>Site and Surrounding Areas Description</b>	<p>The site is 3.91 hectares.</p> <p>The site is immediately adjacent to the Bath housing development boundary.</p> <p>The site has very poor access to services and facilities.</p>
<b>Highways</b>	<p>Works would be required to establish access on to site, but could potentially be accommodated from either Meare Road or Axbridge Road.</p>
<b>Site Constraints</b>	<p>The site is very prominent in the local landscape and is overlooked by residential properties at Meare Road. Landscaping and planting are encouraged in national planning policy to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Soft landscaping at the boundaries of the site could be employed but would be unlikely to achieve the aims of the guidance, including social integration, due to the site's prominence.</p> <p>A large section of the site is set within the Cotswolds Area of Outstanding Natural Beauty (AONB) and Green Belt. The site is also located within the boundary of the Bath World Heritage Site (WHS). The section of the site lying outside the AONB and Green Belt has the potential for development, though impact upon the openness of each designation due to encroachment into existing open space would remain.</p> <p>The site would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this.</p> <p>In addition to the harm to the Green Belt, national planning policy states that development should not be permitted in Areas of Outstanding Natural Beauty unless it can be demonstrated that the development will not compromise the objectives of that designation. Development of this site would clearly significantly erode an open area of countryside; site screening at the boundaries of the site would not be likely to mitigate against this impact.</p> <p>This site is also not considered suitable for development as a Gypsy and Traveller site due to the application of Local Plan</p>

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	<p>policy SR.1A preventing development of recreational public open space.</p> <p>The site is also heavily overlooked by properties at Meare Road and Axbridge Road which would prevent residential amenity and privacy at this location being established.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with poor access to services and facilities. The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision. However, due to a clear and significant impact on the AONB and Green Belt the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the AONB and Green Belt.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a relatively flat area of green open space.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 3.91ha would have a holding capacity of 78 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 3.91ha would have a holding capacity of 196 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p>
<b>Recommendation</b>	<p><b>The site is in a highly exposed location sensitive to any form of development due to its designation as part of the Green Belt, AONB and World Heritage Site. This site would remove a significant area of public open space protected by Local Plan policy SR.1A, and significantly encroach into the open countryside at this location.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>

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<p><b>Site</b></p>	<p><b>GT.22 Land at Charlcombe Way, Fairfield Park, Bath, BA1 6JZ</b></p>
<p><b>Site and Surrounding Areas Description</b></p>	<p>The site is 6.44 hectares.</p> <p>The site is outside the Bath housing development boundary.</p> <p>The site has reasonable access to services and facilities.</p>
<p><b>Highways</b></p>	<p>The public highway, Charlcombe Way terminates short of the southern boundary of the site. Thereafter, up to its junction with Charlcombe Road, Charlcombe Way is a private road with no public rights. Furthermore, the junction of Charlcombe Way at its northern end with Charlcombe Road is poor and increased use of this junction would not be supported without substantial improvement measures.</p> <p>Access, therefore, should be gained along Charlcombe Way from the south, providing rights of way can be demonstrated between the site and the termination of the public highway. However, the public highway is narrow and there are many significant gradients in this area. As such, the highways leading to the site are not considered adequate to serve this development proposal.</p>
<p><b>Site Constraints</b></p>	<p>The site is set within the Cotswolds Area of Outstanding Natural Beauty (AONB), Green Belt and Charlcombe Valley Site of Nature Conservation Interest (SNCI). The site is also located within the boundary of the Bath World Heritage Site (WHS).</p> <p>The site would present a significant incursion into the openness of the countryside. National planning policy indicates that development within the Green Belt is inappropriate and substantial harm arises from this.</p> <p>In addition to the harm to the Green Belt, national planning policy states that development should not be permitted in Areas of Outstanding Natural Beauty unless it can be demonstrated that the development will not compromise the objectives of that designation. Development of this site would clearly significantly erode an open area of countryside; site screening at the boundaries of the site would not be likely to mitigate against this impact.</p> <p>The harm identified from impact on the Green Belt and AONB should be balanced against any benefits arising from the development as a Traveller site.</p> <p>The site is very prominent in the local landscape and is overlooked by residential properties at Charlcombe Way. Landscaping</p>

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	<p>and planting are encouraged in national planning policy to help sites blend into their surroundings, give structure and privacy, and maintain visual amenity, not to hide development or isolate residents from surrounding areas. Soft landscaping at the boundaries of the site could be employed but would be unlikely to achieve the aims of the guidance, including social integration, due to the site's prominence in the landscape.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with reasonable access to services and facilities. The allocation of this land within the Green Belt for development would meet an identified need for either permanent or transit pitch provision. However, due to a clear and significant impact on the AONB and Green Belt the site is not considered suitable for development as either a permanent or transit pitch. Development at this location would be inconsistent with national planning policy.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the significant impact on the AONB and Green Belt.</p>
<b>Availability and Achievability</b>	<p>The site is available for development in the short term and could be developed within 5 years.</p> <p>There are no identified barriers to development of this land.</p>
<b>Site Capacity</b>	<p>The site consists of a gently sloping area of green open space.</p> <p>Based on 500m<sup>2</sup> pitch sizes (including for internal circulation, residents and visitor parking), the site of 6.44ha would have a holding capacity of 129 pitches, suitable for a permanent site.</p> <p>The site could alternatively accommodate transit pitches. Based on 200m<sup>2</sup> pitch sizes the site of 6.44ha would have a holding capacity of 322 pitches. Guidance recommends that a maximum site size of 15 transit pitches should be established for site management purposes.</p>
<b>Recommendation</b>	<p><b>The site is in a highly exposed location sensitive to any form of development due to its designation as part of the Green Belt, AONB and World Heritage Site. This site would remove a significant area of open space at this location, significantly encroaching into the open countryside. Access to the site is also significantly constrained.</b></p> <p><b>The site should not be taken forward for allocation.</b></p>

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<b>Site</b>	<b>GT.23 Land at junction of Redlynch Lane and Charlton Road, Queen Charlton, BS31 2JK</b>
<b>Site and Surrounding Areas Information</b>	<p>The site is 1.8 hectares.</p> <p>The site is outside the Keynsham housing development boundary and set away from Queen Charlton village but is visible from the Queen Charlton Conservation Area.</p> <p>The site has poor access to local services and facilities.</p> <p>The site contains a barn which has the potential for conversion to form a dayroom.</p>
<b>Highways</b>	<p>The site is not bounded by any public highway and has no existing vehicular access to Redlynch Lane.</p> <p>Access would likely have to be established through the neighbouring land, currently occupied by an untolerated Traveller development. Access to the site would be dependent upon gaining control of sufficient additional land to provide a full standard access in the interests of highway safety, and addressing any safety concerns at the junction of Redlynch Lane with Charlton Road.</p>
<b>Site Constraints</b>	<p>The site benefits from mature hedgerows at its north and east boundaries, but is highly visible from Redlynch Lane and in wider views from Queen Charlton. Additional screening could be introduced to the site but would not prevent these wider views.</p> <p>The site is located within open countryside; the introduction of caravans and other development associated with a Traveller site would be inappropriate in this location. The site is adjacent to land occupied by an untolerated Traveller development. That site has been the subject of several planning applications and appeals, the most recent of which was the subject of a High Court challenge which was dismissed. Allocating site GT.23 would be contrary to the planning history set by those planning applications and appeals.</p>
<b>Potential for Development and Suitability</b>	<p>The site is in a location with very poor access to services and facilities.</p> <p>The allocation of this land for development would meet an identified need for permanent pitch provision. However, the site's location within the Green Belt would cause a clear and significant impact on the openness of the Green Belt and encroachment into the open countryside. The site is not therefore considered suitable for development for either permanent or transit pitches.</p>



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	<p>Development at this location would be inconsistent with national policy.</p> <p>The benefits arising from the development of this site to meet a significant number of identified unmet need for Gypsy and Traveller pitches is not considered to outweigh the impact on the Green Belt.</p>
<b>Availability and Achievability</b>	<p>The landowner is seeking to dispose of this land parcel. The land has the potential to be delivered within the next 5 years, subject to highways and landscape impact assessments being conducted.</p> <p>Obtaining access through the adjoining land would require legal consent to be obtained.</p>
<b>Recommendation</b>	<p><b>The site should not be allocated due to the impact on the Green Belt, including encroachment into the open countryside, and the visual impact on surrounding areas, including the Queen Charlton Conservation Area. The site is also not considered deliverable due to the absence of access from the public highway.</b></p>

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